

# The China Mail.



Vol. XLIV. No. 7696.

號三十月四年八十八百八千一英

HONGKONG, MONDAY, APRIL 23, 1888.

日三十月三年子戊

PRICE, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

LONDON.—P. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTH, Ladgate Circus, E.C. BATES HENDY & Co., 37, Wallbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMERSON PRINCE & Co., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

OCEAN.—W. M. SMITH & Co., THE AUSTRALIAN CO., Melbourne.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Singapore. C. HENSEN & Co., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Macao, Canton & Co., Amoy, N. MOORE, Fuzhou, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, £1,000,000. Reserve Fund, £3,000,000. Reserve Liability of £1,000,000.

COURT OF DIRECTORS. Chairman—Hon. JOHN BELL IRVING. Deputy Chairman—W. H. FORBES, Esq. C. D. BORTOLLEY, Esq. W. G. BRODIE, Esq. H. L. DALRYMPLE, Esq. H. HOPKINS, Esq. B. LAYTON, Esq.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq. Shanghai, E. W. CAMERON, Esq. LONDON BRANCH.—LAWSON AND COY. Bank.

### HONGKONG.

INTEREST ALLOWED. On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance. On Fixed Deposits: For 3 months, 3 per cent. per annum. For 6 months, 4 per cent. per annum. For 12 months, 5 per cent. per annum.

LOCAL BILL DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, India, and the chief Commercial places in Europe, Africa, Australia, America, China and Japan.

T. JACKSON, Chief Manager. Hongkong, January 25, 1888. 363

## NOTICE.

### THE HONGKONG & SHANGHAI BANKING CORPORATION.

- The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- Depositors in the Savings Bank having \$100 or more, may have their deposits at their option transferred to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager. Hongkong, September 1, 1887. 754

## Notices of Firms.

### NOTICE.

MR. M. GROTE has this Day been Admitted a Partner in our Firm. CHARTER & VERNON. Hongkong, January 15, 1888.

### NOTICE.

MR. GEORGE DIXWELL FEARN was admitted a PARTNER in our Firm on the 1st January, 1888. DEACON & Co. Canton, 2nd April, 1888. 538

### QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. NORTON & Co., Agents. Hongkong, July 15, 1887. 1340

## Intimations.

### NOTICE TO MARINERS.

No. 11 (SPECIAL).

### CHINA SEA.

### SHANGHAI DISTRICT.

### SOUTHERN ENTRANCE TO THE YANGTZE.

A SURVEY of a Section of the Southern Entrance to the Yangtze, extending about 16 miles outwards from the Small Kiu-tsun Beacon, which was completed on the 7th Instant, shows that a Middle Ground or Shoal, with a width of from 1/2 to 3/4 of a mile and having from 6 to 18 feet of water in it stretches nearly 7 miles in a South-easterly direction from a point N. 64° E., distant 2 1/2 miles from the Kiu-tsun Beacon; and that the channel to the North-eastward of this Middle Ground is at present wider, deeper, and more direct than the one on its South-western side.

Notice is hereby given, therefore, that on or about the 29th Instant, the present Blockhouse Shoal Buoy will be removed; the Kiu-tsun Lightship will be moved off the South-western edge of Blockhouse Shoal, about 3 1/2 miles N. 71° E. from the Kiu-tsun Beacon and 1 1/2 miles N. 34° E. from her present position; and the Middle Ground will be marked by two red and black vertically striped Buoys—the one on its outer or South-eastern end carrying a diamond-shaped cage and the one on its inner end a triangular cage.

When the above changes have been made, Vessels entering by the Northern Channel should, in order to make a mid-channel course, keep the Tung-sha Lightship bearing S. 56° E. till she is 8 miles distant, and then steer to make a course N. 45° W., passing about 2 cables to the South-westward of the Kiu-tsun Lightship.

After passing the Kiu-tsun as directed, a Vessel may steer to make a course N. 56° W. till the Small Kiu-tsun Beacon bears S.W.

The least depth found on the above course was 21 feet—in the channel between Blockhouse Shoal and the Middle Ground.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

A. M. BISBEE, Coast Inspector. Imperial Maritime Customs, Coast Inspection Office, Shanghai, 14th April, 1888. 646

### THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE Eighth Ordinary General Meeting of the above Company will be held at the Head Office, on WEDNESDAY, the 26th April, 1888, at Half-past Two o'clock p.m., for the presentation of the Report of the Directors, and Accounts to the 31st December, 1887, the declaration of Dividends, the election of Directors and Auditors for the current year, and the transaction of any other business which may be transacted at an Ordinary General Meeting.

The Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th Instant, both days inclusive.

By Order of the Court of Directors, ALEX. ROSS, Secretary. Shanghai, 4th April, 1888. 587

### THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS OF FIFTY PER CENT. upon Contributions for the year 1887 has this Day been declared. WARRANTS may be had on application at the Office of the Society on and after the 30th Instant.

By Order of the Board, DOUGLAS JONES, Acting Secretary. Hongkong, April 20, 1888. 645

### UNION INSURANCE SOCIETY OF CANTON, LIMITED.

### NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS OF TWENTY PER CENT. upon Contributions for the year 1887 has this Day been declared. WARRANTS may be had on application at the Office of the Society on and after the 30th Instant.

By Order of the Board, DOUGLAS JONES, Acting Secretary. Hongkong, April 16, 1888. 620

### CANTON INSURANCE OFFICE, LIMITED.

### NOTICE TO CONTRIBUTORS.

A FIRST INTERIM BONUS OF TWENTY PER CENT. upon Contributions for the year 1887 has this Day been declared. WARRANTS may be had on application at the Office of the Society on and after the 30th Instant.

By Order of the Board, DOUGLAS JONES, Acting Secretary. Hongkong, April 19, 1888. 640

### JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.

### NOTICE.

### DENTISTRY.

### FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (Formerly Assistant to Dr. ROGERS), and the urgent request of his European and Chinese patients and friends, has taken the Office formerly occupied by Dr. ROGERS.

No. 2, DUNDRELL STREET.

### CONSULTATION FREE.

Discount to missionaries and families. Sole Address, 2, DUNDRELL STREET, (Next to the New Oriental Bank.) Hongkong, January 18, 1888. 66

## Business Notices.

### LANE, CRAWFORD & Co.

### WINE, &c.

### FOR SALE.

SHERRIES.—SACONNE'S HELICON, MANZANILLA and AMONTILLADO. CHOICE OLD BRANDY SHIRAZ. CLARETS.—COTES DE BOURG, MEDOC, HAUT TALENCE, ST. EMILION, MARGAUX, CHATEAU LAROSE and CHATEAU LAFITE. CALIFORNIA BREAKFAST CLARET and WHITE WINE. PORTS.—CUTLER, PALMER & Co.'s, and OWN IMPORTATION DIRECT FROM Oporto. BURGUNDIES.—CHAMBERTIN, CHABUS, NUITS, MACON, MOULIN A VENT, BEAUNE and POMARANT. WHISKIES.—ROCKFELLER and HAUT SAUTERNE. CHAMPAGNES.—AYALA & Co.'s and OTHER BRANDS. BRANDIES.—COGNAC, HENNESSY'S, ESKAY'S, and LIQUEUR BRANDY 1848 VINTAGE. WHISKIES.—TEACHER'S HIGHLAND CREAM, DUNVILLE'S IRISH, and Old BOURBON. RUM.—OLD JAMAICA RED HEART. GIN.—SWAINS BOOK'S OLD TONIC and VAN HOBOKEN'S GENOVA. LIQUEURS.—CHAMPAGNE, COGNAC, MANZANILLA, D.O.M., NOYAU, CHERRY BRANDY, CHERRY COGNAC, GINGER BRANDY, and GINGER WINE. VERMOUTH.—NORLEY PRAT'S and TONIC. BITTERS.—ANGOSTURA, BOKEM, ORANGE, CHERRY and BOLDAR. ALE & STOUT.—BANK'S ALE and GUINNESS'S STOUT, BULL DOG BRAND, CLAUEN'S AMERICAN LAGER, KAISER LAGER and TUDOR'S FABRIKKE. BASS'S DRAUGHT ALE and WHITEHEAD'S DRAUGHT STOUT. Hongkong, April 11, 1888. 589

### Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been most enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall. The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors. Hongkong, September 16, 1885. 1612

### W. POWELL & Co.

### EX LATEST STEAMERS.

### A FULL ASSORTMENT OF NEW SPRING AND SUMMER GOODS.

IN EVERY DEPARTMENT. W. POWELL & Co. VICTORIA EXCHANGE, Hongkong, April 5, 1888. 556

### NEW GOODS.

### ALL SILK HATS.

DEAR FITZ HATS. BLACK, BROWN, DEAR and GREY HATS. TWEED HATS and CAPS in new shapes. STRAW and PITH HATS. SILK UMBRELLAS, from \$5, over 10 to choose from. WALKING STICKS, a very large assortment. WATERPROOF COATS, LEATHER and CHAIR COVERS. TRAVELLING BAGS and SADDLES. OVER COATINGS, light and heavy. OVER COATINGS, Ulster Tweeds.

Fine Black DIAGONAL and CORNERHUE for Dress Suits. Black, Blue and Brown Fancy and Check DIAGONAL COATINGS. Fancy and Check TWEED SUITINGS. TROUSERINGS, in a great variety of Stripes, Checks, &c. WHITE DRESSING FLANNELS, in Checks, Stripes and Plain. FRENCH PRINTED SHIRTINGS. UNWRINKLE FLANNEL SHIRTINGS. Winter, Medium and Summer UNDER VESTS and PANTS. READY-MADE ULSTERS IN STOCK.

Solid LEATHER PORTMANTEAUX. OVERLAND TRUNKS, GLASS-STONE BAGS, and a variety of TRAVELLING CASES, all sizes. SILK & HOSE, Black, Navy and Colours. Lamb's Wool, Merino and Lisle Thread & HOSE. White Dressing Shirts. Lacing & E. S. Boots and SHOES. SHOOTING BOOTS, RUBBER BOOTS. Patent Leather Bouts and SHOES. DANCING PUMPS, all sizes. Large Stock of SCARVES, TIES, HANDKERCHIEFS, BRACES.

### ROBT. LANG & Co.

Hongkong, February 21, 1888. 238

### STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

### J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE. Tiffin at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM. Tiffin 50 CENTS. DINNER 75 CENTS. WINE, SPIRITS and MALT LIQUORS OF THE VERY BEST QUALITY ONLY. Hongkong, April 1, 1887. 607

## Intimations.

### CHAS. J. GAUPP & Co.,

Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

### NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOITLANDER'S CELEBRATED BINOCULARS and TELESCOPES. REMOTE LIQUID and OTHER COMPASSES. ADMIRALTY & EMERALD CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. CHRISTOFFLE & Co.'s PATENT-PLATED WARE. GOLD & SILVER JEWELLERY in great variety.

### DIAMONDS

DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

### NOTICE.

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

ISAAC HUGHES, Secretary. Hongkong, November 7, 1887. 2148

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Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

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ISAAC HUGHES, Secretary. Hongkong, November 7, 1887. 2148

## Auctions.

### PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions to Sell by Public Auction, on

### THURSDAY,

the 28th April Instant, at 3 o'clock p.m., at the Premises,

### ALL THOSE ADJOINING PIECES OF PARCELS OF GROUND,

now known and Registered in the LAND OFFICE, as INLAND LOTS Nos. 27, 389, 390, 391, 707, 708 and 710, with the BUILDINGS thereon, situate, as to the First mentioned Lot, in PEEL STREET and ROBINSON ROAD, and, as to the Remaining Lots, in ROBINSON ROAD and MOSCOW JUNCTION.

The whole Property to be Sold in Four Lots.

For Plans, Particulars and Conditions of Sale, apply to

CALDWELL & WILKINSON, Solicitors for the Vendor, The Auctioneer. Hongkong, April 4, 1888. 555

### VALUABLE LEASEHOLD PROPERTY

### TO BE SOLD IMMEDIATELY.

TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong, made in a cause TAM KWAN SHI V. YAU MI HO, No. 42 of 1878, with the Approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG, the Person appointed by the said Court, upon the respective Premises on the days hereinafter mentioned viz.—

### On THURSDAY,

THE 3RD DAY OF MAY, 1888, at 3 o'clock IN THE AFTERNOON.

In FIVE LOTS, the very Valuable Lot of BUILDINGS, situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section B of MARINE LOT No. 4, and in the best and most Central Chinese Business Portion of the City, and with frontages to three important Public Streets, viz.—Bonham Strand, Wing Lok Street and Cross Street, and comprising Nos. 1 and 2, Cross Street, and Nos. 21, 23, 25, 27, 29, 31 and 33, Wing Lok Street, and Nos. 31, 33, 35, 37, 39, 41, 43 and 45, Bonham Strand. Owing to the favorable situation of this Property, the Owner or Owners thereof can always count upon securing good Tenants.

### On FRIDAY,

THE 4TH DAY OF MAY, 1888, at 3 o'clock IN THE AFTERNOON.

In SIX LOTS, the Valuable PROPERTY, situate on INLAND LOT No. 205B in the best part of Hollywood Road, and comprising Nos. 209 and 211, Hollywood Road, and Nos. 1, 2, 3 and 4, Ng Kwai Fong, also the THREE STORED HOUSE, No. 132, Hollywood Road, situate on the Remaining Portion of INLAND LOT No. 384, and the THREE HOUSES, Nos. 14, 16 and 18, Possession Street, situate on INLAND LOT No. 212C, and the Remaining Portion of INLAND LOT No. 212A.

### On SATURDAY,

THE 5TH DAY OF MAY, 1888, at 3 o'clock IN THE AFTERNOON.

In ONE LOT, a Piece of Vacant GROUND, Registered as INLAND LOT No. 472, and situate at Bowington between Matheson and Perceval Streets, and suitable for the erection of Kerosine Godowns.

The Sale Plans can be seen at the Office of Messrs. WATSON & DEACON, Solicitors, and at Mr. J. M. ARMSTRONG's, the Auctioneer.

Particulars and Conditions of Sale may be obtained on application at the Office of Messrs. WATSON & DEACON, Solicitors, Hongkong, of Messrs. CALDWELL & WILKINSON, Solicitors, Hongkong, of Mr. WEBB, Solicitor, Hongkong, and of Mr. J. M. ARMSTRONG, Auctioneer.

Dated this 12th day of April, 1888.

ALFRED G. WISE, Acting Registrar of the Supreme Court.

### To Let.

### TO BE LET.

(With Immediate Possession.)

TWO DESIRABLE RESIDENCES situated in China Road, West end Terrace opposite to Rose Villas.

Apply to No. 14, CAINE ROAD. Hongkong, October 31, 1887. 2130

### TO LET.

GODOWN in ICE HOUSE LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st May.

Apply to DAVID SASSOON, SONS & Co. Hongkong, February 3, 1888. 504

### TO BE LET.

UNFURNISHED WITH TENNIS COURT.

No. 5, RICHMOND TERRACE, a FOUR ROOMED HOUSE, with Three Bath Rooms.

No. 6, RICHMOND TERRACE, a SIX ROOMED HOUSE, with Three Bath Rooms.

A NEW STORY has just been added to the Servants' Quarters of both houses.

Apply to JOHN WILLMOTT, Hongkong Dispensary. Hongkong, January 27, 1888. 142

## To Let.

### TO LET.

Entry, 1st May.

### N. O. 4, WEST TERRACE.

Apply to G. C. ANDERSON, 13, Praya Central. Hongkong, April 13, 1888. 605

### TO LET.

A Commodious SUITE OF OFFICES in the Ice House BUILDINGS.

Apply to G. C. ANDERSON, 13, Praya Central. Hongkong, March 22, 1888. 489

### For Sale.

### FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts, \$20 per Case of 1 doz. Pints, \$21 " " 2 " Dubos Freres & de Gernon & Co.'s BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated 'Burley Bros' WHISKY, \$74 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884. 1187

### Ball Programmes

### FOR SALE.

### IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET. January 20, 1888.

### Shipping.

### Steamers.

### FOR SINGAPORE, HAYRE AND HAMBURG.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Steamship Olympia, Captain P. MOLLER, will be despatched for the above Ports on TUESDAY, the 24th Inst., at 4 p.m.

For Freight or Passage, apply to STEPHENSON & Co., Agents. Hongkong, April 14, 1888.



## Notices to Consignees.

**GLEN LINE OF STEAM PACKETS.**  
FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glen*, having arrived from the above Ports, Consignees of Cargo by her will be at the *SS. Holland* and *Tower Hill* from New York, are hereby informed that their Goods are being landed at their risk into the Godowns of the *Holland* and *Tower Hill* and Consignees of the *Holland* and *Tower Hill* are requested to deliver their Goods to the Godowns of the *Holland* and *Tower Hill* at their risk.

Optional Cargo will be forwarded in-  
land to the country to be given before  
4 p.m. To-day.

Cargo remaining undelivered after the  
24th instant will be subject to sale.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, April 23, 1888.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
the Consignees will be responsible for  
any Debts contracted by the Officers or  
Crew of the following Steamships, during  
their stay in Hongkong Harbour.

ALLIE ROSE, Hamburg ship, Captain J.  
Phillips, a Water & Co.

B. P. CROFT, American ship, Captain  
Hobbs, a Water & Co.

CENTRAL, American ship, Captain L.  
M. Beane, a Water & Co.

T. J. WATSON & Co.,  
Limited.

FOR SWATOW, AMOY AND  
TAIWANFOO.

The Steamship *Glen*, having arrived from  
the above Ports, Consignees of Cargo by  
her will be at the *SS. Holland* and *Tower  
Hill* from New York, are hereby informed  
that their Goods are being landed at their  
risk into the Godowns of the *Holland* and  
*Tower Hill* and Consignees of the *Holland*  
and *Tower Hill* are requested to deliver  
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Hongkong, April 23, 1888.

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

FOR MANILA AND AMOY.

The Steamship *Glen*, having arrived from  
the above Ports, Consignees of Cargo by  
her will be at the *SS. Holland* and *Tower  
Hill* from New York, are hereby informed  
that their Goods are being landed at their  
risk into the Godowns of the *Holland* and  
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JARDINE, MATHESON & Co.,  
Agents.

Hongkong, April 23, 1888.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, SYDNEY AND  
MELBOURNE.

The Steamship *Glen*, having arrived from  
the above Ports, Consignees of Cargo by  
her will be at the *SS. Holland* and *Tower  
Hill* from New York, are hereby informed  
that their Goods are being landed at their  
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FOR SHANGHAI, KUBE AND  
YOKOHAMA.

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the above Ports, Consignees of Cargo by  
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JARDINE, MATHESON & Co.,  
Agents.

Hongkong, April 23, 1888.

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.

FOR SAIGON, SINGAPORE, BATAVIA,  
SAMARANG AND SOERABAYA.

The Steamship *Glen*, having arrived from  
the above Ports, Consignees of Cargo by  
her will be at the *SS. Holland* and *Tower  
Hill* from New York, are hereby informed  
that their Goods are being landed at their  
risk into the Godowns of the *Holland* and  
*Tower Hill* and Consignees of the *Holland*  
and *Tower Hill* are requested to deliver  
their Goods to the Godowns of the *Holland*  
and *Tower Hill* at their risk.

Optional Cargo will be forwarded in-  
land to the country to be given before  
4 p.m. To-day.

Cargo remaining undelivered after the  
24th instant will be subject to sale.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
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Hongkong, April 23, 1888.

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Hongkong, April 23, 1888.

## To-day's Advertisements.

**GOVERNMENT NOTIFICATION.**

THE following Particulars of SALE of  
CROWN LAND by Public Auction, to be  
held on the 24th day of April, 1888, at 4 p.m.,  
are published for the general information.

By Command,  
FREDERICK STEWART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 23rd April, 1888.

Particulars of the Land by Public Auction  
to be held on the 24th day of April, 1888, at 4 p.m.,  
by order of His Excellency the Governor,  
of the Crown Land of Crown Land, at  
Sittingbourne, Victoria, in the Colony  
of Hongkong, for a term of 99 years.

Particulars of the Land.

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beck, Pakhoi and Hoihow April 21, General.  
—ANDERSON, KENNEDY & Co.

Mulla, German ship, 339, H. J. Mörck,  
Haiphong April 20, General.—SOCIETY.

Anglo, British steamer, 1,464, J. E.  
Williams, Sydney March 30, Brisbane 31,  
Torneville April 3, Cooktown 5, Thursday  
Island 8, and Port Darwin 13, General.  
—BUTTERFIELD & SWIRE.

April 23—  
Lombardy, British steamer, 1,570, C. F.  
Preston, Yokohama April 14, Mulla and  
General.—P. & O. S. N. Co.

Kumamoto, Japan steamer, 1,237,  
J. W. Estrom, Kutchinotzu April 18, Coal.  
—MISSEUS KAISER.

China, German steamer, 1,093, P. Haye,  
Banzook April 10, Rice and Paddy.  
—WILKINSON & Co.

DEPARTURES.

April 22—  
Venez, for Chofon and Newchwang.  
Bantam, for Amoy.

Fukushima, for Kutchinotzu.  
Guthrie, for Port Darwin and Sydney.

Passion, for Swatow.  
Preston, for Singapore and London.

Frederick, for Shanghai.  
Seahorse, for Hoihow and Pakhoi.

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Had light Easterly wind and hazy to Hai-  
nan Head; thence to port light S.E. wind  
and fine weather.

The British steamer *Cruiser* reports:  
Had light variable air and calm through-  
out the passage.

POST OFFICE NOTICES.

MAILS will close:—  
For SWATOW, SINGAPORE & BANG-  
KOK.

For *Phra Chula Chon Kiao*, at 9.30 a.m.,  
on Tuesday, the 24th inst.

For SWATOW, AMOY & TAIWANFOO.  
For *Phra Chula Chon Kiao*, at 11.30 a.m., on Tuesday,  
the 24th inst.

For AMOY & MANILA.  
For *Phra Chula Chon Kiao*, at 2.30 p.m., on Tuesday,  
the 24th inst.

For SINGAPORE.  
For *Phra Chula Chon Kiao*, at 3.30 p.m., on Tuesday,  
the 24th inst.

For SINGAPORE.  
For *Phra Chula Chon Kiao*, at 11.30 a.m., on Wednes-  
day, the 25th inst.

For STRAITS & BOMBAY.  
For *Phra Chula Chon Kiao*, at 5.30 a.m., on Friday,  
the 27th inst.

For YOKOHAMA & SAN FRANCISCO.  
For *Phra Chula Chon Kiao*, at 2.30 p.m., on Tuesday,  
the 1st May.

For NAGASAKI, KOBE, YOKOHAMA,  
For *Phra Chula Chon Kiao*, at 5 p.m., on Monday,  
the 7th May.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Venezia* will  
be despatched on TUESDAY, the  
24th inst., with Mails for the United  
Kingdom, Europe, and countries be-  
yond, via Brindisi, to the Straits Settle



From *El Comercio* we learn that one of the most disastrous fires that ever occurred in the Philippines broke out in San Fernando, Pampanga, when about 1,200 houses were destroyed, some of which were of substantial build, of the value of between \$20,000 and \$10,000 each. The fire, which began at 2.25 p.m. on the 17th April, was only checked by 7.50 p.m. of the same evening. As this is the end of the sugar-grinding season, the stores were all stocked with this staple. The loss of property is said to be about one million of dollars.

The tug-of-war forming part of the programme of the Police Athletic sports were pulled on the Parade Ground this afternoon, in presence of a large turnout of spectators. The first event, open to all Chinese in Government employ, was contested by a team of the Water Police and a team of Ordnance Store coolies, the Police team being the victors. A team of town Police having then pulled a scratch team, the water and town Police teams pulled for the first place, the result being a win for the Water Police. A contest between teams of Sikhs and Ordnance Store coolies, the Police team being the victors. A team of town Police having then pulled a scratch team, the water and town Police teams pulled for the first place, the result being a win for the Water Police. A contest between teams of Sikhs and Ordnance Store coolies, the Police team being the victors. A team of town Police having then pulled a scratch team, the water and town Police teams pulled for the first place, the result being a win for the Water Police.

It is reassuring to obtain testimony from the lips of one of the inmates of the Gaol of the fact that the comforts of the Gaol life here are not now calculated to fascinate the criminal classes. Wong Afat, it appears, is of opinion that the Superintendent of the Gaol is very hard on the prisoners, and does not act in accordance with the regulations made by the Government. This, at first sight, looks like a very serious charge, not only against General Gordon, but against the Visiting Justices of the Peace who are regarded by the law as a very bulwark against irregularities, oppression, and injustice within the precincts of the prison. Upon closer examination, however, it is found that Wong Afat complains that he used to get pork four times a week, and that now their allowance of working-pig and cracking is not quite so frequent. It may be, indeed, if Afat's conduct did not commend itself to the Governor of the Gaol, that his rice and water was not even flavoured with pork from one week's end to the other. Shoes, too—which are badges of an advanced stage of civilisation—were formerly supplied, but now they have been taken away. As Afat may have found it very convenient to hide his mid-chew of opium in his shoes, this inconsiderate act on the part of the Superintendent must have proved very irritating to the law-abiding spirit of the said Wong Afat. Another trouble of Wong Afat's is, that the Gaol Governor is a Tory of the old school, and instead of encouraging the free and full discussion of public or private questions, he puts his foot down and (as Faddy would say) stamps out all this with an iron hand. In fact, if it once plays a few words, he is punished for it—so much for word, like the Telegraph Companies. Afat has apparently no good word to say either for the Gaol, the Superintendent, or of the Silent System. Like many others of his race, Afat feels that he must speak, or die. He requested the Acting Chief Justice, with that fine sense of proportion for which Chinese are so justly famed, either to send him to death or to his native district. Having thus delivered himself, to the eminent satisfaction of the raters of this Colony, Afat was removed to this Castle of Silence, where words and pork are at so great a premium. Poor Afat! the law has broken in now breaking him out entirely.

An English subject was assassinated, says the *Comerio*, on a wharf in Iloilo, during a quarrel.

Mr Hugh Fraser, at present Minister Resident to Chili, has been appointed to succeed Sir E. B. Plunkett as Minister Plenipotentiary at Tokio.

A fine yacht, for the King of Corea, which came out in sections, is now being put together at the Dockyard Engine Works, Nagasaki.

The Arch-Duke Heinrich of Austria is expected in Japan in the middle of May next.

The Spanish barque *Mamel* had arrived at Manila with 42,000 slabs of stone from Hongkong for the use of the works in connection with the new Port.

The a.s. *Mari-ban*, a vessel recently purchased in Singapore by an Osaka firm of Japanese, for \$18,000, it is reported, arrived at Nagasaki on Wednesday last, (11th inst.) flying the Japanese flag. She is to be docked and thoroughly overhauled here before she commences running.

Colonel Desur, U. S. Minister to China, is very shortly to proceed in the U. S. S. *Justitia* on a cruise to the southern coast of China. Colonel Desur will embark in the *Justitia* at Chefoo, where the vessel is expected to arrive about the 20th inst.

We find it stated that the Russian Government are making arrangements to place a Consulate-General in Tientsin with the view of advancing the trade between that place and Vladivostok.

Work on the National Assembly building at Tokio will be commenced in 1889, and it is anticipated that nine years will be required to complete its construction. The cost is set down at 2,950,000 yen.

H. E. Li-Hung Chang will shortly start, we hear, on a tour of inspection. The whole Pei-yang squadron is to accompany His Excellency, who will embark at Taku on board of one of the cruisers, which recently arrived here from Europe.—*Singapore Courier*.

The Tokio Electric Light Co. has lodged a petition at the Kanagawa Kenchu for permission to establish a branch office in Yokohama. The company has already received an order for the lighting of the Yokohama Post and Telegraph Office now in course of erection.

We note that the amount of Japanese matches which were imported into Formosa during the last four years, was as follows:—

1884.....15,236  
1885.....25,721  
1886.....42,006  
1887.....61,000

We see by the *Japan* that a severe hail-storm visited Shu-ching-fu, in Kwantung Province, on the 29th ult., and the hail-stones were as large as rice-bowls. Several oxen were killed by the hail, besides doing great damage to the crops and the roofs of houses.

GENUINE BAVARIAN BEER is soon to be an article of export from Japan. A native paper states that the Sapporo Brewery has ordered all the necessary machinery for brewing 'genuine' Bavarian beer, from Germany, by Herr Max Pfallmann, a brewing instructor employed by the Hokkaido-Chuo. The capital of the Company is 70,000 yen.

H. E. Sr. D. Valeriano Weyler y Nicolau, the newly-appointed Governor and Captain General of the Philippines, is to leave Barcelona for Manila by the mail steamer on the 4th May. The present Governor General (H. E. Sr. E. Terrero y Perinat) leaves Manila in May or two in the *Diamante* for Hongkong en route to Madrid.

UNDER the powers granted by section 8 of Ordinance No. 1887, the Governor in Council is pleased to order that the provisions of the Penal Code be extended to the Colonies of Victoria, and South and West Australia; to the West Coast of Africa, the Australian and French Post Offices, Turkey, the Azores Islands, Bessarabia, Bulgaria, the Cameroons, Costa Rica, French Colonies, Madeira, and Sarvia.

THE *N. C. Daily News* says:—We understand that Mr George Jamieson has accepted the Acting Judgeship in Japan, during the absence of Mr Hanneu, and will leave for Yokohama as soon as an appointment to his office here has been made. We congratulate Yokohama on the appointment; it is a very different thing to replace Mr Jamieson here, where his popularity is only equalled by the esteem in which he is held as a Judge.

THE *Nagasaki Express* says:—The very news of the sudden death of Mr Russell Robertson, O.M., which occurred at Yokohama on the 16th inst. from heart disease, will we feel sure, be received with great regret by all who know him. Deceased only returned to Japan from England, on leave of absence, on the 28th ult., and had been appointed Acting Judge of H. B. M. Court for Japan during the absence of Mr Hanneu.

THE *Nagasaki Express* says:—The German corvette *Bismarck* had the misfortune to be wrecked on Shimonoseki Straits whilst on the voyage from Nagasaki to Kobe recently, which will necessitate her being docked in Yokohama. She was at the time (as charge of Pilot Kinsaburo, who, not deeming it advisable to go through the Straits at that particular state of the tide, anchored her in such shallow water that, when the tide fell, she ran aground. Pilot Bischoff happened to be on Shimonoseki at the time, he was placed in charge of her for the remainder of the journey.

THE CORONER'S ABOLITION ORDINANCE, 1888.

The following are the principal sections of the Coroner's Abolition Ordinance, which was read a first time at the last meeting of the Legislative Council.

1. The duties hitherto performed by the Coroner shall be performed by the Magistrates or either of them as the Governor may from time to time direct, and the Magistrate shall have, in relation to such duties, all the powers and privileges a Coroner had by law at the time of the coming into force of this Ordinance.

2. Whenever any person shall die suddenly, or by accident, or violence, or under suspicious circumstances, or when any dead body shall be found within the Colony, or shall be brought into the Colony, the Magistrate may, if he considers an enquiry to be necessary, enquire into the cause of death of such person without a jury, and (in his discretion) with or without view of the body, and make such order with regard thereto as he shall consider necessary. Such enquiry may be held notwithstanding that the cause of death did not arise within the Colony.

3. Whenever any person shall die in Gaol, and whenever any person shall suffer capital punishment, the Magistrate shall, within 24 hours (or 48 hours if a Sunday intervenes) with a jury of three persons (hereinafter provided, view the body and enquire into the cause of death, and may make such order in relation thereto as he may consider necessary.

4. Any provision that the Magistrate may in any enquiry, or any enquiry, come into the jurisdiction of the Supreme Court without further proceedings before himself or any other Magistrate.

5. Any provision that the Magistrate may in any enquiry, or any enquiry, come into the jurisdiction of the Supreme Court without further proceedings before himself or any other Magistrate.

6. Any provision that the Magistrate may in any enquiry, or any enquiry, come into the jurisdiction of the Supreme Court without further proceedings before himself or any other Magistrate.

## SUPREME COURT.

### IN CRIMINAL JURISDICTION.

(Before the Hon. Mr. Justice, Acting Chief Justice.)

Monday, April 23.

**SENTENCING.**

The prisoners convicted at this month's Criminal Sessions were brought up to-day to be sentenced.

**ESCAPING FROM PRISON.**

Mok Ahn and Wong Afat were convicted on their own admission of escaping from a chain gang.

Wong Afat on being asked if he had anything to say before sentence was passed, said the reasons why he made his escape were that he was sentenced to imprisonment for a crime he had not committed, and that he was made to work without getting food. The Superintendent of the Gaol did not act in accordance with the regulations made by the Government. Formerly the prisoners used to get pork four times a week, which they did not get now; and they used to have shoes, but those were now taken away. The Superintendent was very hard on the prisoners; if one said a few words he would be punished. He asked his Lordship either to sentence him to death or send him to his native district.

His Lordship said he was glad to hear that the prisoner did not think the Gaol a comfortable place. It was not intended to be a place where criminals would be comfortably quartered. If the prisoner had any complaint to make as to his treatment, he might state it to the Visiting Justice. His Lordship could not assume for a moment that there was any ground whatever for the prisoner's statement. The sentence of the Court was that both men be imprisoned for nine months in addition to the unexpired portion of their former sentences.

**THE SUGGEST TRICK.**

Wong Ahn, who was convicted of stealing a sum of money from a woman by means of the suggest trick, was sentenced to 18 months imprisonment with hard labour.

Wong Afat, who was convicted of a similar offence, was sentenced to two years' hard labour.

**BURGLARY AND RECEIVING.**

Li Aching, who was convicted of burglary, was sentenced to five years' hard labour, and Lam Ang for receiving stolen property was sent to prison for three months.

**FORMOSA.**

Tamassi, 7th April, 1888.

On the 6th of the *Pei-chay* completed the repairs of the telegraph cable between here and Bochoow. The cable was broken in three different places, so a new piece had to be spliced in. This was successfully done by Messrs. Gidding and Hansen. The *Pei-chay* will leave for Foochow to-night. The Governor has given orders to have a new fort which guards the entrance of this harbour. It is to be a movable one to search in any direction, and to be used as a search light. It will be very useful should an enemy try to steal in during the night. The workmen are now busy making the foundation, and the lamp and apparatus will be erected under the superintendence of Mr Mullins; the same gentleman who put up the electric light at Taipei.

The *Loch Eck* has finished discharging. She left for Kelung and Amoy on the 30th ult. She will go into dock in the latter place after which she is to proceed to the Philippines where she leads for home.—*Shanghai Mercury*.

**Corea.**

An occasional correspondent writes from Seoul, Korea, under date of April 4th, as follows:—Meyer & Co. have just returned to work gold in Peng Yang Do, and they are representatives of a German syndicate which will loan the Government \$8,000,000 if necessary. A mining expert, Mr. Hling, is here, sent by the syndicate, and will start on a prospecting tour in a few days. Three well-known S. Army Officers are on their way here to organize a Korean modern army. Mr. Krau, director of the Mint, leaves for home in a few days. The mint will not be in working order for another year, at least. Meyer & Co. will place the loan in a short time, and receive a half per cent of gold workings by them in Peng Yang Do for five years. They will have the exclusive right of working any mines in that province. The Chinese s.s. *Kwang Chin* arrived at Chemulpo on the 30th ultimo, and will run in future from Shanghai via Chefoo. She is a fine little ship, built expressly for this route, and will prove a formidable rival to the *Yusen* line. The *Kwang Chin* is a three-masted ship, the *Dmitri Donaski*, *Dobro*, and *Neyazski* arrived on the 30th March, and two of them leave for Chefoo on the 6th inst. The members of the Customs Service who joined previous to the Chinese usurpation will prove a hard fight to maintain their position as it is understood that Sir Robert Hutt has issued orders that Sir Robert Hutt is intended to 'get rid of them all by any pretext,' as he wishes to fill their place with Chinese Customs people.

Some of the people who come under the old Customs rule, however, have secured legal advice on this matter. Mr. Hallifax has taken to Fusan per *Hyo Maru* last trip, and has started the overland telegraph line.—*Nagasaki Express*.

**NEWS BY THE AUSTRALIAN MAIL.**

The a.s. *Changpoo*, Captain Williams, arrived yesterday with the Australian Mail. We take the following telegrams from our exchanges:—

**AN APPOINTMENT.**

Mr Charles Herra, of Sydney, has been appointed instructor to the daughters of the Prince of Wales in water-colour drawing and sketching from nature.

**CANADA AND THE MELBOURNE EXHIBITION.**

London, March 28.—The Canadian exhibits at the Melbourne Exhibition will include a splendid display of agricultural machinery.

The allotment of space in the agricultural section has given general satisfaction.

**THE PRACAS IN ROMANIA.**

A serious disturbance took place yesterday in the Rumanian Chamber of Deputies. The deputies belonging to the Opposition party led a number of their partisans to the entrance to the chamber, and the crowd assumed a very menacing attitude, and shots were fired, killing the usher of the chamber and wounding several sentries. Eventually the military appeared on the scene and the mob were dispersed. Several members of the Chamber of Deputies have been arrested.

**CONVENTION OF THE NATIONAL DEBT.**

The royal assent has been given to the bill for the conversion of the National Debt.

**DEATH OF A PROMINENT NATIONALIST.**

Mr Edmund Dwyer Gray, M.P. for St. Stephen's Green (Dublin City), and a prominent Nationalist, is dead.

Mr Gray, who was born in 1845, was Lord Mayor of Dublin in 1880, and High

Sheriff in 1882. When High Sheriff of Dublin he was sentenced to three months imprisonment and fine of £500 for contempt of court in committing in *Freeman's Journal* upon alleged misconduct of the jury which was trying Francis Hyndes for murder. After six weeks' imprisonment he was liberated by order of the Judge, the fine having been paid by public subscription. Mr Gray was proprietor of the *Freeman's Journal*, and editor of the *Belast Morning News*, both Nationalist organs. He has taken an active part, both personally and as conductor of the papers, in all the popular movements in Ireland for the last sixteen years.

**THE COINTEGRATION OF THE EMPIRE.**

It is reported that the coronation of the Emperor Frederick and Empress Victoria of Germany will take place at Königsberg in June next.

**THE IMPERIAL FEDERATION LEAGUE.**

London, March 22.—In presiding at a meeting of the Imperial Federation League, the Earl of Rosebery stated that the League Committee of the League, of which Lord Brassey is the president, would shortly submit a report dealing with the question of the safety of colonial interests in time of war. He declared that it was from sympathy with colonial opinion that the League was formed, and that the League should be represented in the Imperial Parliament. Looking to the future, it was, he pointed out, a difficult matter to say whether within the next decade home or colonial influences would predominate in the Empire.

Lord Brassey quoted the speeches of Mr. Gillies and Mr. Deakin, and declared that the colonial Ministers approved of the policy of the League.

Lord Stanley, who also spoke, advocated the direct representation of the Australian colonies in the Imperial Parliament.

**THE RACIAL WAR OFFICE.**

London, March 26th.—Mr. Wilson, an in-law of ex-President Grover, appeared against the sentence passed upon him for alleged trafficking in military decorations in connection with the French War Office.

Judgment was given to-day, and the Court decided that the offence with which Mr. Wilson was charged was a criminal one. The sentence of the lower tribunal was therefore reversed.

**THE EMPEROR OF GERMANY.**

March 27.—Sir Morrell Mackenzie, who has remained in attendance upon the Emperor Frederick since the operation was performed on his throat, has removed a large piece of loose cartilage from the affected part. The Emperor has since obtained further relief, and the condition of his larynx continues to improve. It has been suggested that the piece of loose cartilage which was removed indicated that the disease had reached a dangerous stage.

**THE HOUSE OF COMMONS.**

London, March 21.—In the House of Commons to-night the motion for the reading of Mr. Parnell's Land Bill was negatived.

The amendment of Mr. Powell Williams, member for Birmingham, in favour of dealing with all debts of the tenantry of Ireland on the same basis as the arrears due to landlords, was carried by 308 to 243.

March 25.—In the course of an address delivered at St. John's Bridge yesterday, Mr. Baile, Chief Secretary for Ireland, announced that the policy of the Government in regard to Ireland was bearing most excellent fruit in that country. Ireland, he said, was gradually being relieved of the yoke of an unproductive and oppressive, commanding unlimited powers of appointment, and acting entirely uncontrolled by the laws of the State and of morality.

**THE EUROPEAN SITUATION.**

London, March 23.—The King of Rumania is consulting with the Emperor Francis Joseph of Austria, with the view of effecting a union between Austria and Rumania as against Russia.

March 24.—John O. Bratiano, the Rumanian Premier, has declared that Rumania will regard as an enemy any Power which disturbs the peace of Europe. Any attempt on the part of Russia to traverse Rumanian territory will be strongly resisted.

**THE GOVERNMENT OF NEW ZEALAND.**

London, March 25.—It is reported that the Right Hon. Henry Cecil Raikes, Postmaster-General, will be appointed to succeed Sir William Jervois as Governor of New Zealand.

**ORFET FLOODS IN GERMANY.**

London, March 27.—Disastrous floods have occurred in Germany, by the overflow of the Rivers Elbe and Oder. A vast territory is inundated, and the loss of human life and cattle and other stock, which has been caused by the floods, is something appalling.

Forty villages have been submerged, and 100,000 persons are ruined.

**OXFORD AND CAMBRIDGE BOAT RACE.**

London, March 24.—The annual boat race between the Oxford and Cambridge Universities was rowed on the Thames to-day over the usual course, from Putney to Mortlake. The weather was foggy, and the water was smooth.

run at the Liverpool Spring Meeting on Friday, with the following result:—

Mr E. W. Baird's Playfair.....1  
Mr F. E. Lawrence's Frigate.....2  
Mr P. Nickall's Ballot Box.....3

**QUARANTINE IN SAN FRANCISCO.**

GREAT SUFFERING BY THE 'CITY OF PEKING' PASSENGERS.

The passengers by the *City of Peking* for San Francisco had a remarkable experience of quarantine at that port. Arriving on the 17th February they were placed in quarantine because, the *Occident* says, of a case of small-pox on board, the vessel to which they were transferred being an old unseaworthy hull called the *Antelope*, where they were particularly uncomfortable. From this they were shifted to a more comfortable steamer called the *Alce Garratt* and in her completed the fourteen days quarantine which had yet to run. The time passed, however, on Thursday, the 1st March, but for some reason they were not brought ashore, and this is what the *San Francisco Chronicle* says happened to them on Sunday, the 4th March: 'The steamer *Alce Garratt*, called the *City of Peking*, recently transferred from the steamer *Antelope*, drifted from her moorings in consequence of the heavy south-easterly morning and ran into the Spear-street dock, where most of her passengers were enabled to escape. The steamer was then towed off, but broke away and drifted to the Spear-street dock, where she was so badly damaged that she sank near the wharf shortly after the tug had again taken hold of her. As the steamer sank the Merchants' Dry Dock, the passengers who had come out from shelter seemed to realise the danger of their position. The steamer drifted by the dry dock and struck the end of Spear-street pier with a terrific crash that shook her from stem to stern, staying in her port side and smashing the rail on the lower deck to splinters. The scene that followed beggars description. Almost at the same moment the steamer struck a shock of thunder was heard that increased in violence as the storm raged on. Men rushed excitedly to and fro on the steamer, and women scarcely half-dressed rushed on deck, their white robes and disordered hair flowing in the wind, presenting a picture of despair. The passengers, entirely at the mercy of the storm, bumped against the wharf like a trip-hammer. The passengers who were on the steamer, escaping with their lives, but lost all their effects. The women, who were on the steamer, had not completed their toilet, probably preferring to remain in bed on account of the rolling of the steamer, and were obliged to go to the boat in very scanty attire. The passengers complain bitterly of the treatment they have received at the hands of the health authorities. They say that the fourteen days of quarantine expired on Saturday, and had they been released on that day they would not now have the loss of their baggage to mourn. They also claim that the accommodations on the *Alce Garratt* were of the poorest kind, while they were supposed to be first class.

**RELEASED FROM QUARANTINE BY THE ELEMENTS.**

The passengers who left the *Alce Garratt* at Spear street stood for some time on the wharf looking at the wrecked steamer, but would not permit of any stay, and the ten started up the dock and proceeded to the Pacific Mail Dock, where they were met by Health Officer McAllister and Deputy Surveyor of the Port Fogarty. Among the passengers were the three members of the Chinese Legation, who also had the misfortune to be passengers on the *City of Peking*. Deputy Surveyor Fogarty telephoned the news of the accident to the Chinese Consulate and asked that the Legation be taken care of. Consul Bee appeared soon after in a hack and carried off the Chinese to the Goddard Hotel, where they were lodged. Captain Dearborn, Chief Engineer of the *Alce Garratt*, lost his gold watch and the first and second officers of the *Peking* were also among those in quarantine.

The women wrapped in such shawls and comforters as they hastily picked up in their fright, and the overcoats kindly furnished by the men, were made as warm and comfortable as possible in the room of the captain of the dock. The baggage were sent for and the passengers were driven to hotels and different houses throughout the city.

**A MAGISTRATE'S EXPERIENCE.**

Mr Mitchell-Lanes, a magistrate of Hongkong, who was one of the last to leave the steamer, was taken to a Chronicle reporter; 'When I planned my first experience, he said, I seemed to have left a prison behind me, and to breathe the sweet air of liberty. I hardly knew what to do when I found myself standing on the dock. I am a law-abiding man, and I did not wish to do anything contrary to law; but there I was in an uncharted ground, to be sure, but there was no one to help me, and I supposed that there could be no harm in making myself comfortable; and as I was shivering with cold, and not caring to expose myself to sickness, I repaired to the house of a friend.'

'Sixteen days; and during that time we had no sickness on board. When the smallpox broke out on the *City of Peking*, Captain Dearborn, who has had some experience in the past, instantly took every precaution to check the disease. He built a house in the forward part of the steamer and placed the Chinese in it with his nurse. He then laid a rope stretched across the deck fifteen yards from the house, so that the case was completely isolated from the passengers. The typhus fever broke out in port, and we were very close to the *Antelope*; but the disease did not reach the steamer passengers. Our misfortunes took a definite shape, it seems, when we were transferred a few days ago to the *Alce Garratt*.'

'Was there much excitement on board this morning?'

'The excitement was intense, although very suppressed. I don't know at what hour the storm struck us, but when I awoke this morning I was rolling about in such a manner that I was not able to get up as quickly as possible, I realised what an old tub we were in. At the sides of the steamer gave the seams in and over us, and I expected that we would go down every moment. But she stuck together, and shortly after we began to drift, and I observed with pleasure that we were at last approaching the shore, and—well, of course, you know the rest.'

**CONVULSIONS COMPLAINED.**

Rev. Dr. A. M. Mutchmore, pastor of the Memorial Church of Philadelphia, and editor and proprietor of the *Philadelphia*, was one of the *City of Peking* passengers, with his wife. He was seen at a downtown hotel by a *Chronicle* reporter, and said that he left Philadelphia in May last, visiting successively England, France, Austria, Hungary, Roumania, Turkey, Asia Minor, Syria, Egypt, India, Ceylon, China and Japan, arriving from the latter

country by the *City of Peking* on February 17th. On the 23rd of the month the cabin passengers, seventeen in number, including three ladies, a lady's maid, and also stewardess of the vessel, were transferred to the steamer *Alce Garratt*. This steamer Dr. Mutchmore described as being almost unfit for human habitation. She was full of bilge water and in a most disgraceful state, having been built a great many years ago and not having been used, he understood, for several years, and on February 24th the passengers were put back on the *City of Peking*. The following day they were transferred to the *Alce Garratt* by order of Health Officer McAllister. The accommodations there were almost worse than on the *Antelope*. Dr. Mutchmore characterizing the boat as 'an old hulk.' The passengers made up their minds to do the best they could under the circumstances, however, congratulating themselves on the fact that they were to be released from their confinement on the 1st March, but for some reason they were not brought ashore, and this is what the *San Francisco Chronicle* says happened to them on Sunday, the 4th March: 'The steamer *Alce Garratt*, called the *City of Peking*, recently transferred from the steamer *Antelope*, drifted from her moorings in consequence of the heavy south-easterly morning and ran into the Spear-street dock, where most of her passengers were enabled to escape. The steamer was then towed off, but broke away and drifted to the Spear-street dock, where she was so badly damaged that she sank near the wharf shortly after the tug had again taken hold of her. As the steamer sank the Merchants' Dry Dock, the passengers who had come out from shelter seemed to realise the danger of their position. The steamer drifted by the dry dock and struck the end of Spear-street pier with a terrific crash that shook her from stem to stern, staying in her port side and smashing the rail on the lower deck to splinters. The scene that followed beggars description. Almost at the same moment the steamer struck a shock of thunder was heard that increased in violence as the storm raged on. Men rushed excitedly to and fro on the steamer, and women scarcely half-dressed rushed on deck, their white robes and disordered hair flowing in the wind, presenting a picture of despair. The passengers, entirely at the mercy of the storm, bumped against the wharf like a trip-hammer. The passengers who were on the steamer, escaping with their lives, but lost all their effects. The women, who were on the steamer, had not completed their toilet, probably preferring to remain in bed on account of the rolling of the steamer, and were obliged to go to the boat in very scanty attire. The passengers complain bitterly of the treatment they have received at the hands of the health authorities. They say that the fourteen days of quarantine expired on Saturday, and had they been released on that day they would not now have the loss of their baggage to mourn. They also claim that the accommodations on the *Alce Garratt* were of the poorest kind, while they were supposed to be first class.

**VALUABLE MANUSCRIPTS LOST.**

The quarantine for small-pox expired Saturday evening, but Dr. McAllister made no move toward releasing the passengers. This proceeding aroused their indignation to the highest degree, many of them having important business engagements in this city and in the East. About 6 o'clock yesterday morning, said Mr. Mutchmore, the wind blew with such force as to cause the *Garratt* to drag her anchor. He ran on dock and saw the vessel rapidly approaching the shore. A tug came within 100 yards of the *Garratt*, but made no attempt to assist her, and she was forced against the Oregon Steamship Company's dock. There was comparatively no excitement among the passengers. The boat then drifted down to the Spear-street wharf and struck there also, where the passengers were assisted over the side on to the dock, as stated elsewhere. Mr. Mutchmore said he did not feel as bitter against the steamship company as he did against Dr. McAllister for continuing the quarantine against the passengers without cause, when by releasing them on Saturday morning all trouble would have been avoided. Mr. Mutchmore said that he had decided as to the steps which he would take to recover damages from the company for the loss of his own and his wife's baggage. He said that in one of his trunks he had manuscript which he would not have lost for \$500, containing, as it did, notes on observations made in every country in which he had travelled in his tour around the world. During the trip he visited a large number of Protestant missions, and took notes in regard to them also. He intended to publish a book containing an account of his travels. He concluded by saying that he was a law-abiding citizen, and was desirous of assisting in every way to protect the health and interests of the people of San Francisco respecting the quarantine laws, but he thought that the action of Health Officer McAllister, which was quite unwarranted, ought to be vetoed.

**CAPTAIN C. DEARBORN'S STORY.**

Captain H. C. Dearborn, who was in command of the *Alce Garratt* at the time of the accident, was interviewed at the Palace Hotel last night by a *Chronicle* reporter in regard to the matter. He said that about 6 o'clock an unusually strong wind from the southeast came up, and the boat began to drag her port anchor, which was the only one she had out. At that time the *Garratt* was lying about half way between Mission and the Pacific Mail Steamer Company's buoy. He at once hoisted the starboard anchor, but the wind kept freshening and there being a very heavy sea on, the vessel kept straining a ledge anchor which was put out. The wind and the sea proved to be too strong, however, and the vessel was pulled clear out of the dock, and the chains ran through the 'haws' like lightning and overhead. The anchor and chain being clear of the vessel she was hurled toward the Spear-street wharf. When she first began to pull on her anchor the tug *Millen Griggs* was near by, and Captain Dearborn hoisted a signal for assistance, but the tug was unable to get a line on board. As the *Garratt* neared the Spear-street wharf the tug *Zeus*, got a lawer on board, but the immense strain tore the 'bits' out again and the *Garratt* was thrown against the wharf. She was then quickly carried to the starboard side, and striking first on the starboard side, then rolled around and struck on the port side, both sides of the vessel being smashed. Captain Dearborn at once hurried the passengers on to the dock over the pier, and the aid of the crew, the women going first. The captain said that he believed that had the accident occurred at night many lives would have been lost.

**NEWS BY THE AMERICAN MAIL.**

We take the following telegrams, which are from American papers brought on by the *San Paulo*, from the *Japan Gazette*:

**LIVES LOST.**

Lidon, March 21st.—There was a dreadful fire last night at the Banquet Theatre in Oporto. It was a repetition of the history of all theatre fires. The house was crowded, and the fire, which was caused by inadequate means of exit, and the terrible struggles the people made in their efforts to reach the street scores were trampled under foot and severely injured. At least 100 people were burned to death, so far as can be found out at present. The examination of the smouldering ruins and the actual loss of life will not be known for some days. The third tier of boxes and the gallery above were packed with people, and only a few escaped.

The debris is surrounded by weeping people whose relatives were asphyxiated or burned to death. The hospital and private houses are filled with persons severely injured. Many were fatally injured in their struggle to reach the street. Some who succeeded in getting out safely died afterwards from wounds and asphyxiation. A crowd of people leaped from windows and balconies, and many were killed by the falling of the auditorium and boxes has been made yet, but the firemen and the citizens



## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUERZ, PORT SAID,  
TRIESTE, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.B.—Cargo can be taken on through bills  
of lading for the principal places in  
RUSSIA.

ON WEDNESDAY, the 9th day of May,  
1888, at 4 p.m., the Company's  
Steamship *BATAVIA*, Capt. R. Sanden,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at GENOA.

Shipping Orders will be granted till  
noon, Cargo will be received on board  
until 4 p.m. Specie and Parcels until 3  
p.m. on the 8th May, 1888. (Parcels are  
not to be sent on board; they must be  
left at the Agent's Office.) Contents and  
Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, April 14, 1888. 612

## CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA.

THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*,  
2,650 Tons Register, WATSON, Com-  
mander, will be despatched to YAN-  
COVE, B.C., and KOBLE and YOKO-  
HAMA, on THURSDAY, the 10th May,  
at 3 p.m.

To be followed by a Steamer (S.S.S.)  
on the 1st June, and *PARITIA* on the  
21st June.

Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
ports, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To Vancouver & Victoria, Mex. \$100.00  
To San Francisco, " " 175.00  
To all common points in China  
and the United States " 200.00

To Liverpool " " 300.00  
To London " " 300.00  
To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

Consular Invoices to accompany Cargo  
destined to points in the United States,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 9th May.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. also day after tomorrow.

For information as to Passage or Freight,  
apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, April 14, 1888. 618

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF  
SYDNEY* will be despatched for  
San Francisco via Yokohama on  
THURSDAY, the 10th May, at 3 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To San Francisco " " \$200.00  
To San Francisco and return " 350.00  
To Liverpool " " 325.00  
To London " " 330.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
6 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in San Francisco, addressed  
to the Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent.

Hongkong, April 20, 1888. 644

## Mails.



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUERZ, PORT SAID,  
MARSEILLES, MALTA, GIBRALTAR,  
BRINDISI, VENICE, AND  
LONDON.

ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through bills  
of lading for the principal places in  
RUSSIA.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S STEAMSHIP  
*VENETIA*, Captain E. J. Cole, with  
Her Majesty's Mails, will be despatched  
from this for BOMBAY, on WEDNESDAY,  
23rd April, at Daylight.

Cargo will be received on board until  
4 p.m.  
Parcels and Specie (Gold) at the Office  
until 2 p.m. on the day before sailing.

Tax, Silk and Valuables for Europe will  
be transhipped at Colombo; General Cargo  
at Bombay, arriving one week later than  
by the direct route Colombo.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bill of Lading.

Passenger's duties of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, April 12, 1888. 601

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUERZ,  
PORT SAID,

MEDITERRANEAN AND  
BLACK-SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL AND LA PLATA;  
ALSO,  
LONDON, HAVRE, BORDEAUX,  
DUNKERQUE AND ANTWERP.

ON THURSDAY, the 26th April,  
1888, at Noon, the Company's  
Steamship *CAJON*, Commandant GUINARD,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 25th April, 1888. (Parcels are not to  
be sent on board; they must be left at  
the Agent's Office.) Contents and Value of  
Packages are required.

For further particulars, apply at the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, April 18, 1888. 632

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA.

THE OVERLAND RAILWAYS  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship *SAN PABLO* will be  
despatched for San Francisco, via  
Yokohama, on TUESDAY, the 1st May,  
at 3 p.m.

Connection being made at Yokohama  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fare granted as follows:—  
To San Francisco " " \$200.00  
To San Francisco and return " 350.00  
To Liverpool " " 325.00  
To London " " 330.00

To other European ports at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
6 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in San Francisco, addressed  
to the Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent.

Hongkong, April 9, 1888. 545

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,

and may be had at the

Office of this Paper,

Messrs. LAY, CHAWFORD & Co.,

Messrs. KELLY & WALSH,

And Mr. W. BROWN.

Price, . . . . . 50 Cents.

## Intimations.

## The Overland China Mail.

## A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure  
of each European and French Mail  
Steamer for Europe. Formerly the Over-  
land issue was published fortnightly; but  
as it was deemed of special importance that  
a weekly budget of news should be prepared,  
it was decided to issue it weekly. Sub-  
scribers at Home, and those at the Coast  
Ports and in the interior, who find the  
Overland edition a convenient form of news-  
paper for their perusal, will welcome the  
change. The *Overland China Mail*, now a  
weekly compendium of news from the Far  
East, contains special Commercial intelli-  
gence, special cables of Shipping, and other  
information. The various Reports of Courts  
and Meetings, and all other news, are given  
in full as they appear in the Daily issue.

The attention of Advertisers is directed  
to a weekly newspaper, which is circulated  
among all China 'hands' and others, both  
at home and in the Far East, who do not  
take the daily journals.

The *Overland China Mail* will be regularly  
posted from this China Mail Office to sub-  
scribers, on their addresses being forwarded  
to us.

SUBSCRIPTION:  
Per Annum, . . . \$12.00, postage, . . \$1.00.  
" Quarter, . . . 3.00, " . . . 0.25.  
Single Copy, . . . 0.30.  
China Mail Office, Hongkong.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH  
MORNING STAR

RUNS DAILY as a FERRY BOAT between  
Peddler's Wharf and Tsim-Tsa-Tsu at the  
following hours:—This Time Table will  
take effect from the 12th April, 1888.

WEEK DAYS. SUNDAYS.  
Leave Kowloon at 6.00 A.M. Leave Kowloon at 6.00 A.M.  
8.00 " 8.30 " 7.30 " 7.00 A.M.  
8.50 " 9.00 " 8.00 " 8.15 "

10.45 " 12.30 P.M. 10.30 " 10.45 "

12.45 P.M. 1.00 " 11.00 " NOON.

1.20 " 2.00 " 1.30 " 2.00 "

3.30 " 4.00 " 3.30 " 4.00 "

4.15 " 4.30 " 3.30 " 4.00 "

4.50 " 5.10 " 4.15 " 4.50 "

5.25 " 5.40 " 4.50 " 5.10 "

5.55 " 6.15 " 5.25 " 5.40 "

6.45 " 7.00 " 5.55 " 6.15 "

7.15 " 7.30 " 6.45 " 7.00 "

\* There will be no Launch on Monday  
and Friday, on account of coaling.  
The above Time Table will be strictly  
adhered to, except under unavoidable cir-  
cumstances. In case of stress of weather,  
due notice will be given of any stoppages.

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## Merchant Vessels in Hongkong Harbour.

## Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the  
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddler's Wharf.  
6. From Peddler's Wharf to the Naval Yard.

Section.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From Kowloon Wharves.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Active	2	h. Rossbeck	Dan.	str.	355	April 22	Arnhold, Karberg & Co.	
Ashington	3	h. Reynolds	Brit.	str.	809	April 20	Sturgeson & Co.	
Bornida	10	Dagnino	Ital.	str.	1499	April 18	Carlozetta & Co.	
Changsha	3	Williams	Brit.	str.	1404	April 22	Butterfield & Swire	Bombay, &c.
China	1	Uldrup	Ger.	str.	648	April 13	Melchers & Co.	Haiphong
Chi Yuen	3	Luine	Chi.	str.	1121	April 14	M. S. N. Co.	Swatow & Shanghai
Crusader	3	Ogston	Brit.	str.	648	April 22	Swy Sing	Haiphong
Danube	2	Phillips	Brit.	str.	664	April 22	A. R. Marty	To-day
Pidelo	3	Brook	Ger.	str.	832	April 22	Wielcr & Co.	
Fokien	3	Roach	Brit.	str.	609	April 19	Douglas Steamship Co.	Amoy and Tamsui
Friska	11	Withycombe	Brit.	str.	2082	April 21	Russell & Co.	
Independent	2	Hasenwinkel	Ger.	str.	871	April 22	Wielcr & Co.	
J. B. Lay	3	Guguel	Fr.	str.	197	April 21	Chinese	Touron
Kildaro	2	Johnson	Brit.	str.	2277	April 18	Butterfield & Swire	
Komamoto Maru	2	Extrom	Japan.	str.	1237	April 22	Mitsui Bussan Kaisha	Kutchinotzu
Lombardy	2	Preston	Brit.	str.	1726	April 23	P. & O. S. N. Co.	
Molita	2	Marek	Ger.	str.	332	April 22	Swy Sing	
Olympia	2	Moller	Ger.	str.	738	April 20	Stiensen & Co.	Hamburg
Pempton	3	Johannsson	Brit.	str.	1541	April 20	Ah Yow	Singapore
Phra Chula Chom Klao	2	Benson	Brit.	str.	1011	April 20	Yuen Fat Hong	Swatow & Bangkok
Pilot Fish	2	Stopani	Brit.	tug.	161	Sept. 27	H. K. & W. Dock Co.	Amoy and Tamsui
Thales	2	Hunter	Brit.	str.	819	April 21	Douglas Steamship Co.	To-morrow
Waiting	2	Chang Shing	Chi.	str.	393	April 17	Master	Amoy & Manila
Zafiro	2	Talbot	Brit.	str.	675	April 22	Russell & Co.	To-morrow
Sailing Vessels								
Allie Rowe	5	Phillips	Haw.	bg.	June	9	Wielcr & Co.	Laid up
Augusta	5	Jessen	Ger.	bg.	473	Mar. 17	Edward Schellhass & Co.	
B. P. Cheney	6	Hughes	Amer.	sh.	1259	Jan. 26	Douglas, Laprak & Co.	New York
Centennial	5	Boarse	Amer.	sh.	1222	Jan. 27	Carlozetta & Co.	
Columbus	4	Haeslop	Ger.	sh.	1429	April 11	Captain	
Eidolon	3	Pannos	Norw.	bg.	272	April 10	Order	
H. H. Drews	2	Reichhart	Ger.	bg.	624	April 18	Melchers & Co.	
H. Printzenburg	3	Chrens	Ger.	bg.	550	April 17	Melchers & Co.	
Kitty	6	Laird	Brit.	bg.	803	Aug. 20	Order	
Lady Harwood	3	Williams	Brit.	bg.	382	April 19	Captain	
Loong Wha	4	Lord	Brit.	bg.				